LOCAL NOTICE TO MARINERS

U.S.Department of Transportation United States Coast Guard

MONTHLY EDITION - AUGUST 1997

**FAX-ON-DEMAND - LOCAL NOTICE TO MARINERS AT (703) 313-5931 or 5932 **

** Electronic Bulletin Board Service: (703) 313-5910 **

300 to 28.8 bps, 8 data bite, no parity 1 stop bit

** NIS watchstander, 24 hours a day at (703) 313-5900 **

** INTERNET ADDRESS **

http: // www.navcen.uscg.mil

OR

FTP: //ftp.navcen.uscg.mil

Issued by: Commander (mon): Telephone: (907) 463-2272 (0800-1600)
Seventeenth Coast Guard District (907) 463-2004 (1600-0800)
P.O. Box 25517
Juneau, AK 99802-5517 Facsimile: (907) 463-2273

Questions comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) sh be directed to the address above.

*For faster service, get the 17th District Local Notice to Mariners via e-mail. To get on our electronic mailing list, send us an e-mail at **akicgnav@alaska.net**

LIGHT LIST REFERENCE: COMDTPUB P16502.6 VOL. VI 1996 EDITION

BROADCAST NOTICE TO MARINERS

Navigation information, previously promulgated by Broadcast Notice to Mariners **161/97** through **349/97** and still in effect, is included in this notice.

USE OF THE LOCAL NOTICE TO MARINERS

The monthly edition of the Local Notice to Mariners contains information relevant to the waterways within the Seventeenth Coast Guard District. This monthly edition should be retained as a reference for subsequently issued weekly supplements.

I SPECIAL NOTICES

DISCREPANCY REPORTS OF THE MARINE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)

The U.S Coast Guard is in the Initial Operational Capability (IOC) phase of the marine DGPS service. During IOC, the DGPS service is available for positionin navigation. However, users are always cautioned to use all available navigational tools to ensure proper evaluation of positioning solutions. During this IOC pl system validation tests are being conducted, procurement and installation of the next generation of transmitters are being pursued, the control station software upgraded and other problems identified during the pre-operational and IOC phases are being resolved.

To facilitate the evaluation and development of the final DGPS service, reports of DGPS discrepancies are highly beneficial. To ensure timely and complete information, user discrepancy reports are requested in the following format:

DGPS User Discrepancy Report

A. Date:
B. Reporting source:
C. Reporting source phone number (day/night):
D. Reporting source position (Lat/Long/general geographic location):
E. Date/time of event:
F. Duration of the occurrence:
G. Reporting source activity:
H. Weather conditions:
I. Bearing and range of electrical storm:
J. DGPS broadcast site in use:
K. Type of DGPS receiver used:
L. Problem DGPS receiver indicated:
M. Other receiver indications:
N. DGPS beacon signal strength observed:
O. DGPS beacon signal to noise ratio observed:
P. User DGPS receiver operates correctly with other DGPS sites: Y/N
Q. Does receiver function properly in GPS mode of operation: Y/N
R. Comments:

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

Date: 05 AUGUST 1997 **NOTICE NUMBER 32**

I SPECIAL NOTICES (Cont.)

This information can be sent in the following ways:

(1) Via mail to: Commanding Officer / NIS
7323 Telegraph Rd.
Alexandria, VA 22315-3998
(2) Via message to: COGARD NAVCEN ALEXANDRIA VA/NIS
(3) Via fax to: (703) 313-5920
(4) Via internet e-mail to: nisws@smtp.navcen.uscg.mil
(5) Or by calling the NIS watchstander at (703) 313-5900

LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS
The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated July 1, 1997, published by the National Ocean Service, is available for issue. It r obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and prices of

Bridge-to-Bridge Radiotelephone Listening Watch
VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the ship navigation channel 13 channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13/67 wa distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or l disruption feature disabled.

TOK - LORAN-C - PROPOSED OFF-AIR
This is a proposal to authorize Loran Station Tok (7960-M) off-air time from 1700Z to 1900Z on 15 Aug 1997. The alternate time will be from 1700Z to 1900Z on 1 Aug 1997. Objections will be considered until 2300Z on 08 Aug 1997. Users shall address inquiries to the North Pacific Coordinator of Chain Operations at (9 487-5183. Current Loran-C status is available 24 hours a day through an electronic bulletin board system (BBS) at (703) 313-5910, baud rate 300 to 28,800. Communications parameters are eight bit word, one stop bit, no parity. Internet address is http://www.navcen.uscg.mil

COOK INLET - SEISMIC STREAMING OPERATION
The 135 ft landing crafts Arctic Wolf and Polar Bear will be conducting a seismic streaming operation in Cook Inlet for the next 60 days. This is a 24 hour a day operation, operating between latitudes 60-37-50N to 60-50-36N and longitudes 151-26W to 151-47W. The Polar Bear will be the lead ship and followed by the Wolf at a distance of 1575 meters. The Arctic Wolf is towing a seismic wire 1 nautical mile in length. A tail drone with an all around white light and a diamond ra reflector is on the end of the wire. Operation speed will be 4 knots. Both vessels will be monitoring frequencies 13, 14, and 16 VHF-FM.

KENAI - DGPS - OFF-AIR
Kenai DGPS will be off-air from 1900Z 11 August to 0100Z 12 August. Intermittent outages of the DGPS signal are authorized for Kenai DGPS site from 1600Z on 1 Aug 97 to 0400Z on 21 Aug 97. Outages will not exceed 2 hours.

KODIAK - DGPS - OFF-AIR
Kodiak DGPS will be off-air from 1900Z 19 August to 0100Z 20 August.

POTATO POINT - DGPS - OFF-AIR
Intermittent outages of the DGPS signal are authorized for Potato Point DGPS site from 1600Z on 11 Aug 97 to 0400Z on 14 Aug 97. Outages will not exceed 2

CAPE HINCHINBROOK - DGPS - OFF-AIR
Intermittent outages of the DGPS signal are authorized for Cape Hinchinbrook DGPS site from 1600Z on 14 Aug 97 to 0400Z on 17 Aug 97. Outages will not exce hours.

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS
The following are deployment times and locations of subsurface moorings in the Gulf of Alaska (Shelikof Strait and Unimak Pass)

Mooring	Deployed	Recovery	Location	Depth
Pavlof Bay	March 1997	March 1998	55°11.24'N 161°42'W	101 meters
PG-96UP-1	September 1996	October 1997	54°21'N 164°03'W	100 meters
*This mooring has a float 5 meters above bottom depth.				
PG-96UP-2	September 1996	October 1997	54°16.2'N 164°46.8'W	70 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-3	September 1996	October 1997	54°19'N 164°45'W	70 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-4	September 1996	October 1997	54°22'N 165°43.5'W	60 meters
*This mooring has an instrument and float at 11 meters above bottom depth.				
PG-96UP-5	September 1996	October 1997	54°21'N 165°45'W	100 meters
*This mooring has a float 5 meters above bottom depth.				

I SPECIAL NOTICES (Cont.)

Following are locations and deployment times of surface and subsurface moorings in the Bering Sea:

Buoy	Deployed	Recovery	Location	Depth
F-97BSM-2	April 1997	September 1997	56°52.5'N 164°01.9'W	70 meters

*One surface moored instrument buoy. One subsurface mooring.

F-97BSM-3	April 1997	September 1997	56°03.6'N 166°20'W	125 meters

*One surface moored instrument buoy. One subsurface mooring.

F-96BS-4	September 1996	September 1997	57°51'N 168°52'W	65 meters

*One subsurface mooring. This mooring has floats and instruments from 11 meters to 55 meters below the surface.

One subsurface mooring was deployed in April 1997 southwest of Unimak Pass in the Bering Sea. This mooring has floats and instruments from 150 to 1000 meters+ below the surface.

F-97BS-6	April 1996	April 1998	53°24.31'N 168°50.63'W	1,016 meters

Nine moorings were deployed south of Unalaska Island in June 1997. One surface and 8 subsurface moorings in 50 to 60 meters of water:

F-97IF-1	58°40.2'N	168°19.2'W	Surface mooring
F-97IF-2	58°37.9'N	168°21.8'W	TRBM
F-97IF-3	58°42.5'N	168°16.6'W	TRBM
F-97IF-4	58°49.5'N	168°08.8'W	Subsurface mooring
F-97IF-5	58°42.2'N	168°05.1'W	Subsurface mooring
F-97IF-6	58°32.9'N	168°15.4'W	Subsurface mooring
F-97IF-7	58°28.5'N	168°32.1'W	Subsurface mooring
F-97IF-8	58°38.2'N	168°33.3'W	Subsurface mooring
F-97IF-9	58°47.6'N	168°23.0'W	Subsurface mooring

These moorings will be recovered before October 1997

An oceanographic data buoy was deployed by PMEL/NOAA at 51°32.0'N 151°24.0'W in 4,650 meters of water. The hull of the buoy is painted orange and white with group flashing white light (GFL 3 20sec). One moored buoy was not deployed as planned in position 53°30.52'N 157°25.0'W.

For additional information, please contact Mr. William Parker at (206) 526-6180, E-mail: **parker@pmel.noaa.gov**

II DISCREPANCIES - DISCREPANCIES CORRECTED

WARNING: Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:

BNM - Broadcast Notice to Mariners
LNM - Local Notice to Mariners
TLB - Temporary Lighted Buoy
TDBN - Temporary Daybeacon
TRLB - Temporarily Replaced by Lighted Buoy
TRUB - Temporarily Replaced by Unlighted Buoy
TUB - Temporary Unlighted Buoy

DISCREPANCIES:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
01245	Sealion Rocks Light	Extinguished	16520	339/97	31/97
22429.5	Thorne Bay Channel Daybeacon "7"	Destroyed	17405	657/96	48/96
26100	East Amatuli Island Light	Dayboard Destroyed	16640	199/97	23/97

DISCREPANCIES/PRIVATE AIDS:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
27467	APL Dolphin Lights	Extinguished	16011	178/97	20/97
27467	APL Shoal Lighted Buoys	Extinguished	16011	178/97	20/97

DISCREPANCIES CORRECTED

24255	Elfin Cove Daybeacon "3"	Watching Properly	17302	345/97	31/97
23801	Coghlan Island Daybeacon "1"	Watching Properly	17315	349/97	21/97

III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED

TEMPORARY CHANGES:

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
1105	Cape St. Elias Bell Buoy "2"	TUB	16723	121/97	13/97
23305.6	Keku Strait Daybeacon "9"	TRUB	17372	188/97	21/97
23305.8	Keku Strait Daybeacon "11"	TRUB	17372	188/97	21/97
26250	Anchor Point Light	Fl W 6s 7M	16645	437/96	30/96

IV CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progress through all charts affected. The example below explains the individual elements of a typical correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners #	Chart Datum	Source of Correction	Current Local Notice to Mariners
*16682	13th Ed.	02/10/90	Last LNM 34/95	NAD 83	(CCGD17)	05/97
	AK - Kenai Peninsula - Cape Resurrection to Two Arm Bay (Inset)					
	Change: depth legend to: Reported dredged 55ft 1995				60°07'00.0"N	149°25'43.0"W

Corrective action — **Object of corrective action** — **Position**

A chart number preceded by an asterisk **(*)** indicates this is the largest scale chart on which the correction appears. The word **(temp)** below the chart number indicates the chart correction is temporary in nature.

The letter **(M)** immediately following the chart number indicates the correction should be applied to the metric side of the chart only, and is not part of the chart r

Positions given for chart corrections will be in the datum referenced by the current edition for that chart.

16640	23rd Ed.07/05/97	Last LNM 31/97	**NAD 83**	**NEW EDITION**	**16ACO16640**	(NOS SILVER SPRING, MD) 32/97
	AK - South Coast - Cook Inlet - Southern Part					1:200,000/LORAN-C/$14.00
	(New edition due to various general changes.)					
	Change Characteristics: Por	Chatham Shoal	Daybeacon "PC" to GR		59°12'48.5"N	151°46'32.3"W
16660	27th Ed 4/19/97	Last LNM 23/97	**NAD 83**		(NOS CL-789/97)	32/97
	AK - South Coast - Cook Inlet - Northern Part					
	Change: Note "D" to read: Entry into the	Kenai River should only be attempted with local knowledge due to shifting sand bars. In addition, there are numerous uncharted seasonal mooring buoys located in the	Kenai River.		60°35'00.0"N	151°03'00.0"W
16662	4th Ed.08/31/96	Last LNM 20/97	**NAD 83**		(CCGD17)	32/97
	AK - Cook Inlet -	Kalgin Island to North	Foreland			
(Inset)	Change: Note "D" to read: E	ntry into the	Kenai River should only be attempted with local knowledge due to shifting sand bars. In addition, there are numerous uncharted seasonal mooring buoys located in the	Kenai River.	60°23'30.0"N	151°13'30.0"W
17316	17th Ed. 06/14/97	**NAD 83**	**NEW EDITION**	**17BCO17316**	(NOS SILVER SPRING, MD)	32/97
	AK - Southeast Coast - Lynn Canal - Icy Strait to Point Sherman					
	Change: Red triangle day mark to Open square	daymark on	daybeacon "CR"		58°25'55.0"N	134°48'12.0"W

V ADVANCE NOTICE OF CHANGES IN AIDS TO NAVIGATION

NONE.

VI PROPOSED CHANGES IN AIDS TO NAVIGATION

1. The Coast Guard is considering removing the bell from Cape St. Elias Bell Buoy "2" (LLNR 1105).
2. The Coast Guard is considering moving the Knowles Head Lighted Bell Buoy "4" (LLNR 25645) 600 yards to the Northeast closer to the shoal.

Any interested company or individual wishing to provide comments should contact:

Commanding Officer
USCGC SWEETBRIER (WLB 405)
P.O Box 300
Cordova, AK 99574
Attn: ENS Bird
907-424-3434

VII GENERAL

ALASKA- ALASKA PENINSULA WATERWAYS ANALYSIS AND MANAGEMENT SYSTEM (WAMS)

1. The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the following waterways.
   a) Sitkinak Strait Waterway which includes Sitkalidak Strait, Geese Channel, Alitak Bay and Moser Bay.
   b) the Alaska Peninsula Waterway which includes the Semidi Islands, Chignik Bay, Sand Point, Korovin Strait, Popof Strait and Unga Strait.

The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response pl routine and emergency communication capabilities, and future development projects.

Any interested company or individual wishing to provide comments or participate in these two user surveys should contact:

Commanding Officer
USCGC FIREBUSH (WLB 393)
P.O Box 190653
Kodiak, AK 99619-0653
Attn: WAMS Officer
487-5303

2. The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the following waterways.
   a) Kachemak Bay.
   b) Port Graham
   c) Seldovia Bay

The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response pl routine and emergency communication capabilities, and future development projects.

Any interested company or individual wishing to provide comments or participate in these three user surveys should contact:

Commanding Officer
USCGC SEDGE (WLB 402)
P.O Box 101
Homer, AK 99603
Attn: ENS C. E. Bland
(907) 235-5233

VIII LIGHT LIST CORRECTIONS

NONE

IX ADDITIONAL ENCLOSURES

ENCL 1A-B:	U. S. Coast Pilot 9	Change No. 29
ENCL 2A-B:	U. S. Coast Pilot 9	Change No. 30
ENCL 3A-B:	U. S. Coast Pilot 9	Change No. 31
ENCL 4A:	U. S. Coast Pilot 9	Change No. 32

K. A. Hamblett
Commander, U.S. Coast Guard
Waterways Management and Navigation Safety Branch
Seventeenth Coast Guard District
By direction of the Commander

Operational Excellence Through Leadership, Teamwork and Continuous Improvement